

REPORT

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# INFORMATION REPORT

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COUNTRY: East Germany

DATE DISTR. 24 November 1953

SUBJECT Conversion of Railroad Rolling Stock to Soviet Gauge

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50X1-HUM

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50X1-HUM

a. On 8 and 9 September 1953.

the conversion of freight cars from 1524-mm wide gauge to 1435-mm standard gauge was still being performed by an exchange of axles. Designs for the manufacture of cars equipped for automatic conversion were still on the drawing board, the production of such cars would be started before the beginning of next year. The new device would not require an exchange of axles, but wheels would be automatically shifted by letting the cars run over extending or tapering tracks. This method was specially designed for refrigerator cars.

b. [redacted] the Leipzig fair, cars or locomotives convertible from standard to Soviet gauge or vice versa. 1

c. [redacted] the Leipzig fall fair, [redacted] no [redacted] indications of the existence of freight cars convertible from standard to Soviet gauge. 5

2.

only brake blocks and not wheel discs were adjustable on railroad tank cars. Standard-gauge tank cars could operate on the Soviet-gauge railroad system only after an exchange of wheel sets.<sup>2</sup>

1. Comment. For technical details on the modern procedure of adjusting freight cars from standard gauge to Soviet gauge by automatically shifting their wheels, [redacted] So far, no such cars have been observed operating in East Germany or through East German border crossing stations. The conversion from standard to Soviet gauge and vice versa is still effected by an exchange of wheel sets. This applies also to those railroad cars which are built for the USSR.

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Comment.

[Redacted]

[Redacted] the existence of railroad tank cars designed for automatic conversion was doubted. The present report proves that this doubt was justified.

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